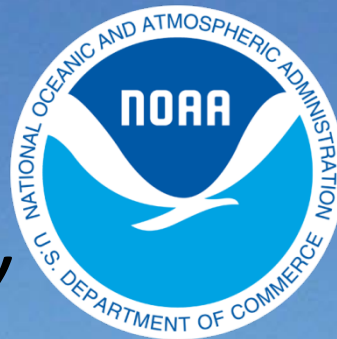


# BookletChart™

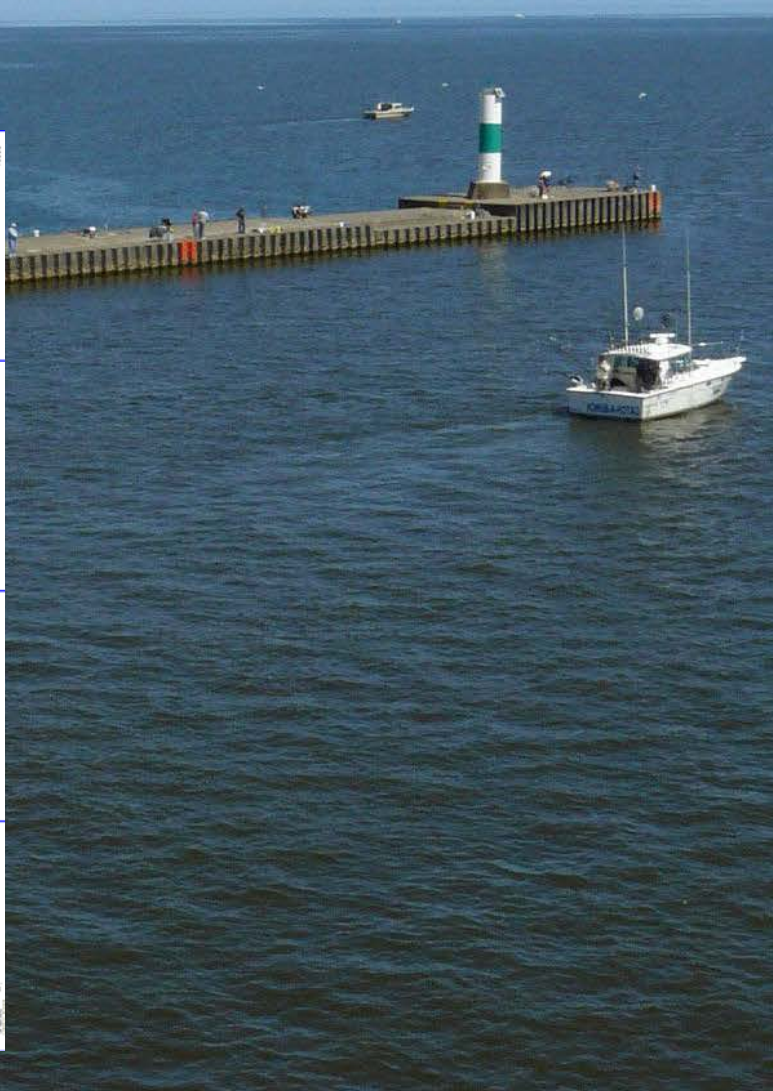
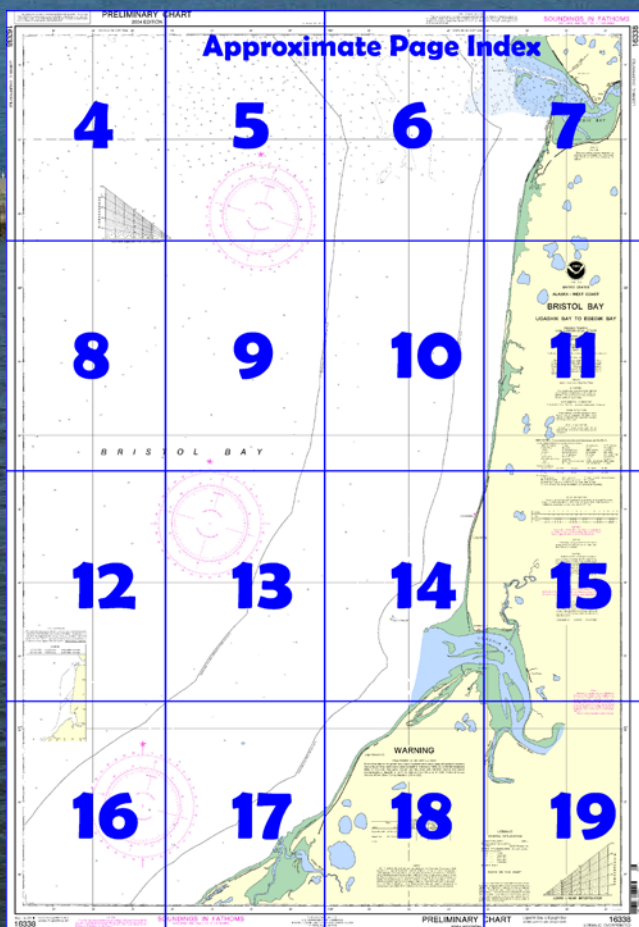
## ***Bristol Bay – Ugashik Bay to Egegik Bay*** **NOAA Chart 16338**



***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



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**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/coastpilot\\_w.php?book=9](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9).



#### (Selected Excerpts from Coast Pilot)

From **Port Heiden** the same low coast extends in nearly a direct line to **Cape Menshikof** (57°30.0'N., 157°55.0'W.), where the high land of Port Heiden gradually recedes from the coast. Cape Menshikof is a high bluff, extending some distance alongshore.

**Cinder River**, about 10 miles SW from Cape Menshikof, is a shallow indentation in the coastline that is often mistaken for the Ugashik River.

**Ugashik River** empties into **Ugashik Bay**, the wide indentation between Cape Menshikof and Cape Greig. The capes can be approached from W to within about 2 miles. The coast between the capes, including the river valley, appears low. **Smoky Point**, a bluff on the N side of the entrance,

is 7 miles S of Cape Greig. Here the river is about 4 miles wide at high water. The indentations between the capes, including the mouth of the river, are filled with shoals. A channel in the river has a depth of about 10 feet, but a stranger could not follow it with safety. Only launches can approach the cannery at low water because of boulders in the channel. The river is fresh at low water about 5 miles above Ugashik. Each year the cannery company anchors two floats on the N side of the channel at the entrance.

A cannery is near the entrance at **Pilot Point**. The wharf is 144 feet long, but dries at low water. Water is available on the wharf. Gasoline, fuel, and diesel oils are stored for cannery use. A machine shop and scowway are maintained by the cannery; a 4-ton crane is on the wharf. Radiotelegraph communication is maintained.

A cannery at the village of **Ugashik**, 13 miles from the entrance, has a wharf 200 feet long with a depth of 14 feet at high water, but is reported dry at half tide. Water is available on the wharf and by barge at the anchorage. Gasoline and diesel oil are stored for cannery use. The wharf has a 2-ton crane. The cannery has a machine shop and a scowway. Small tenders are beached for light hull repairs.

**Pilotage, Ugashik Bay.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

**Egegik River** empties into Kvichak Bay 30 miles N of **Cape Greig**; **Cape Chichagof** is the N entrance point. It is a large river, 1 mile wide at the canneries, and is the outlet of **Becharof Lake**. (See also chart 16011.) It flows in a W direction for more than 28 miles.

The lower part of the river forms **Egegik Bay**. A large part of its area is bare at low water. At the entrance, shoal water extends 6 miles offshore and should be given a wide berth by passing vessels. Entering vessels, depending upon their draft and condition of the sea, generally cross the entrance bar between half and full tide stages only. Moderately heavy seas will break over this bar with any stage of tide, although it has 4 fathoms over it at high water. It is considered the most dangerous bar in the Bristol Bay area.

In 1982, extensive shoaling was reported in the entrance to Egegik Bay; local knowledge is advised. In 1994, a wreck was reported about 6.7 miles WNW of Coffee Point in about 58°15'19"N., 157°37'48"W.

**Pilotage, Egegik Bay.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

**Anchorage.**—At the entrance to Egegik River are two partially protected anchorages with limited swinging room that are used by power scows and tugs. The principal one is the channel inside Coffee Point, with depths up to 5 feet. A smaller anchorage is just E of the wharf at Egegik, with depths from 6 to 11 feet. Ebb current at the smaller anchorage is very strong.

Egegik River is navigable to small boats for its entire length into and across Becharof Lake. Although tidal to the foot of the rapids, mean range in its lagoons is only 1 foot; 5- to 6-foot drafts can be carried through the river, but the small lagoon reduces this to 3 or 4 feet, depending upon water stage. The controlling depth of the ¼ - mile rapids of the lake outlet is 4 feet at low water stage.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

# Table of Selected Chart Notes

Corrected through NM

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location)    ○ (Approximate location)

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOTE B

### CAUTION

Extensive shoaling has been reported in the entrance channel to Egegik Bay. Local knowledge should be used when navigating the channel.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection  
Scale 1:100,000 at Lat. 57°45'N

North American 1983 Datum  
(World Geodetic System 1984)

## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)

AT MEAN LOWER LOW WATER

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tuklung Mt, AK    WNG-525    162.425 MHz

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.692" southward and 7.557" westward to agree with this chart.

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.

PULSE REPETITION INTERVAL

9990 ..... 99,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master

W ..... Secondary

X ..... Secondary

Y ..... Secondary

Z ..... Secondary

EXAMPLE: 9990-Y

### RATES ON THIS CHART

9990-Y    9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard telephone communication is impossible (33 CFR 153).

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Egegik River Ent (58°14'N/157°30'W)	18.2 feet	16.3 feet	2.5 feet	-2.5 feet
Egegik River (58°13'N/157°22'W)	13.3 feet	11.6 feet	0.8 feet	-3.0 feet

(1103)

## NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	Gp group	N nun	Rot rotating
B black	IQ interrupted quick	OBSC obscured	s seconds
Bn beacon	Iso isophase (E Int)	Oc occulting	SEC sector
C can	LT HO lighthouse	Or orange	St M statute miles
DIA diaphone	M nautical mile	Q quick	VQ very quick
E Int equal interval (Iso)	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

Bottom characteristics:

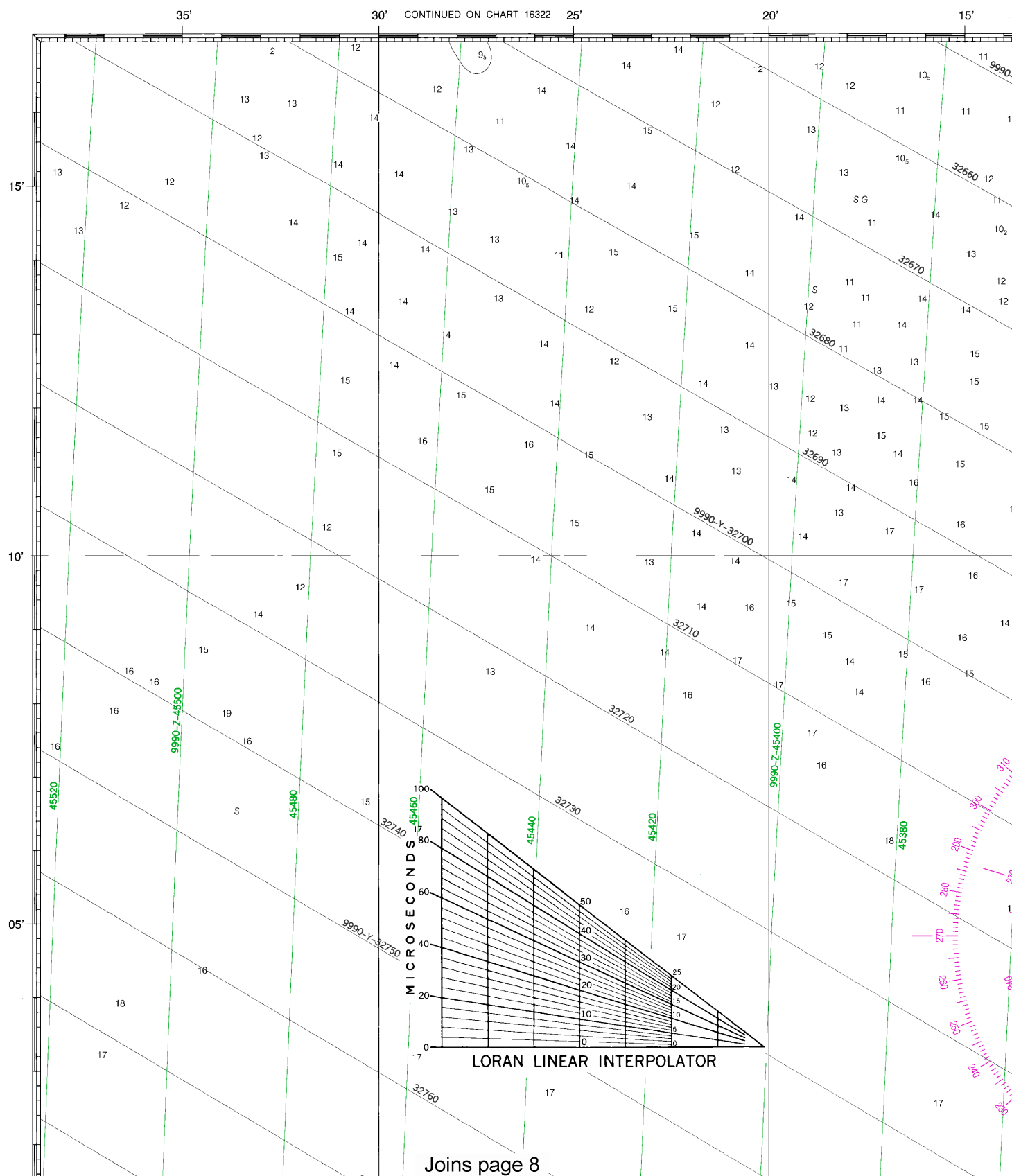
Blds boulders	Co coral	Gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

2004 EDITION

LORAN-C OVERPRINTED



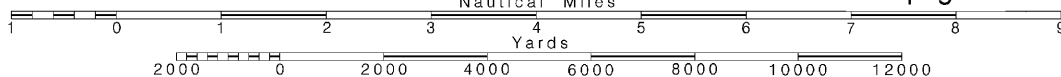
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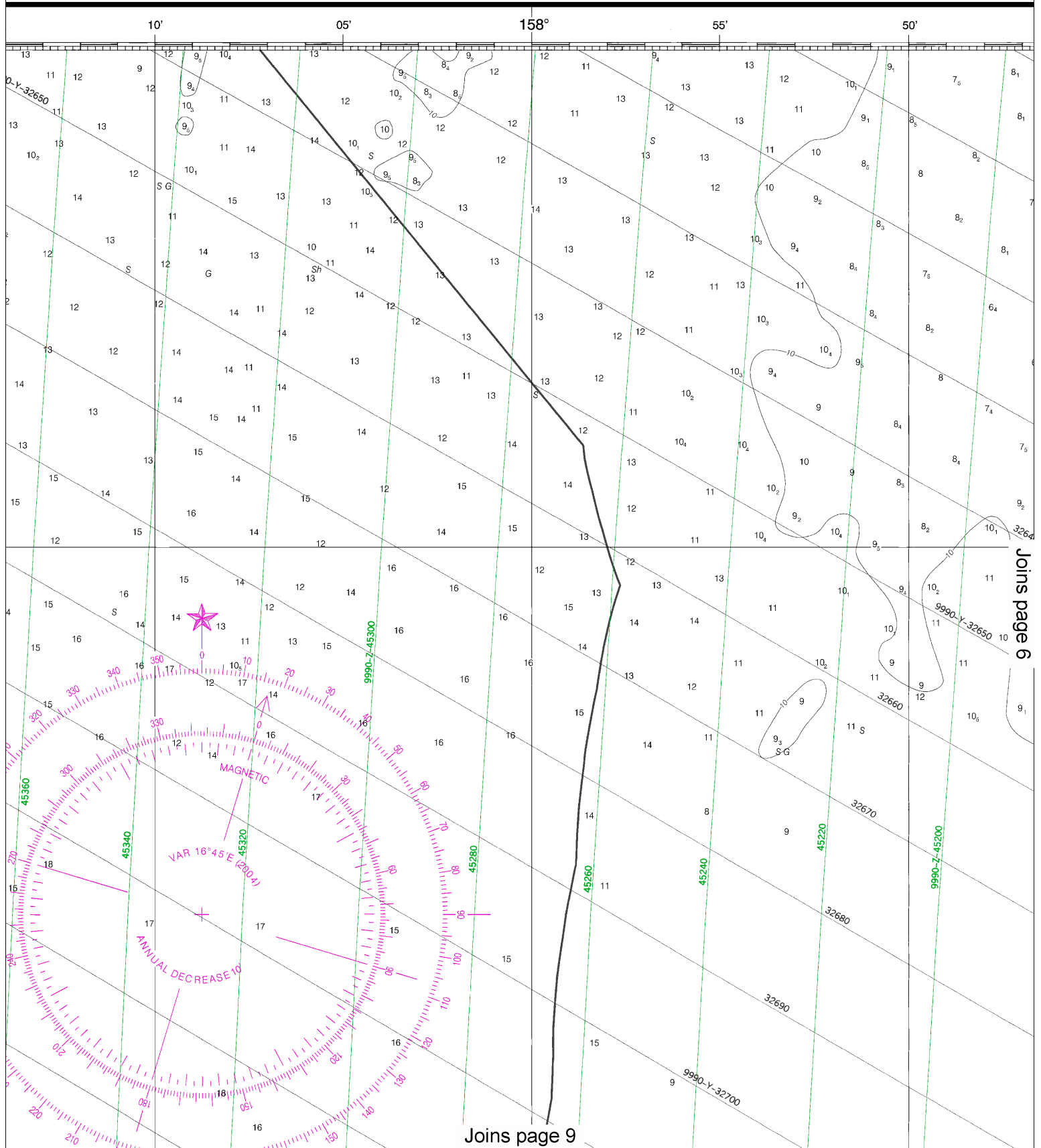
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

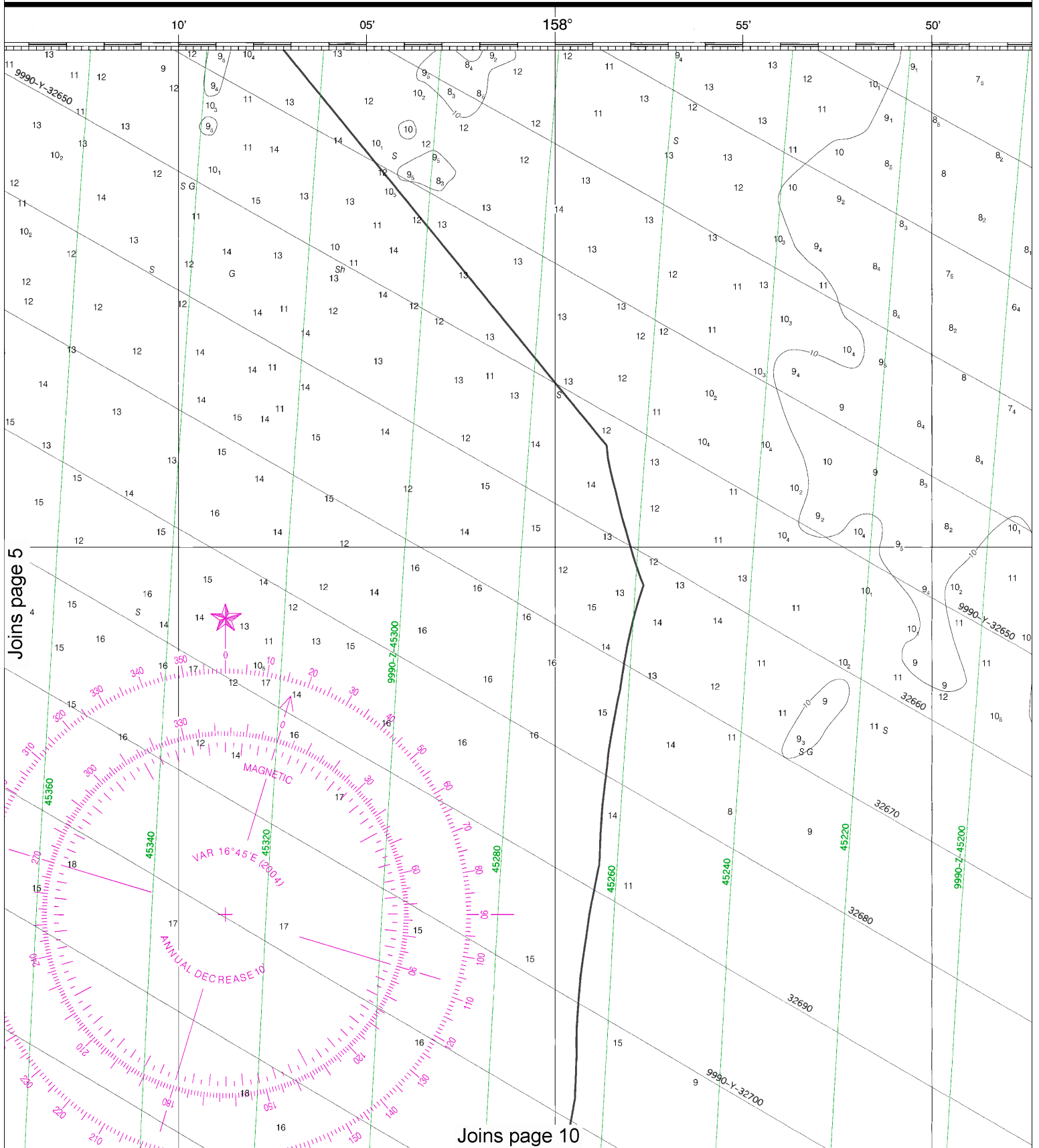
~~SCALE 1:100,000~~  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:133333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



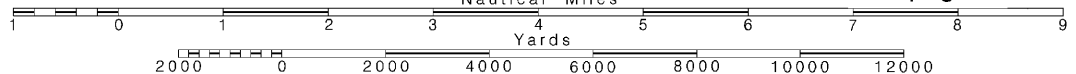
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.

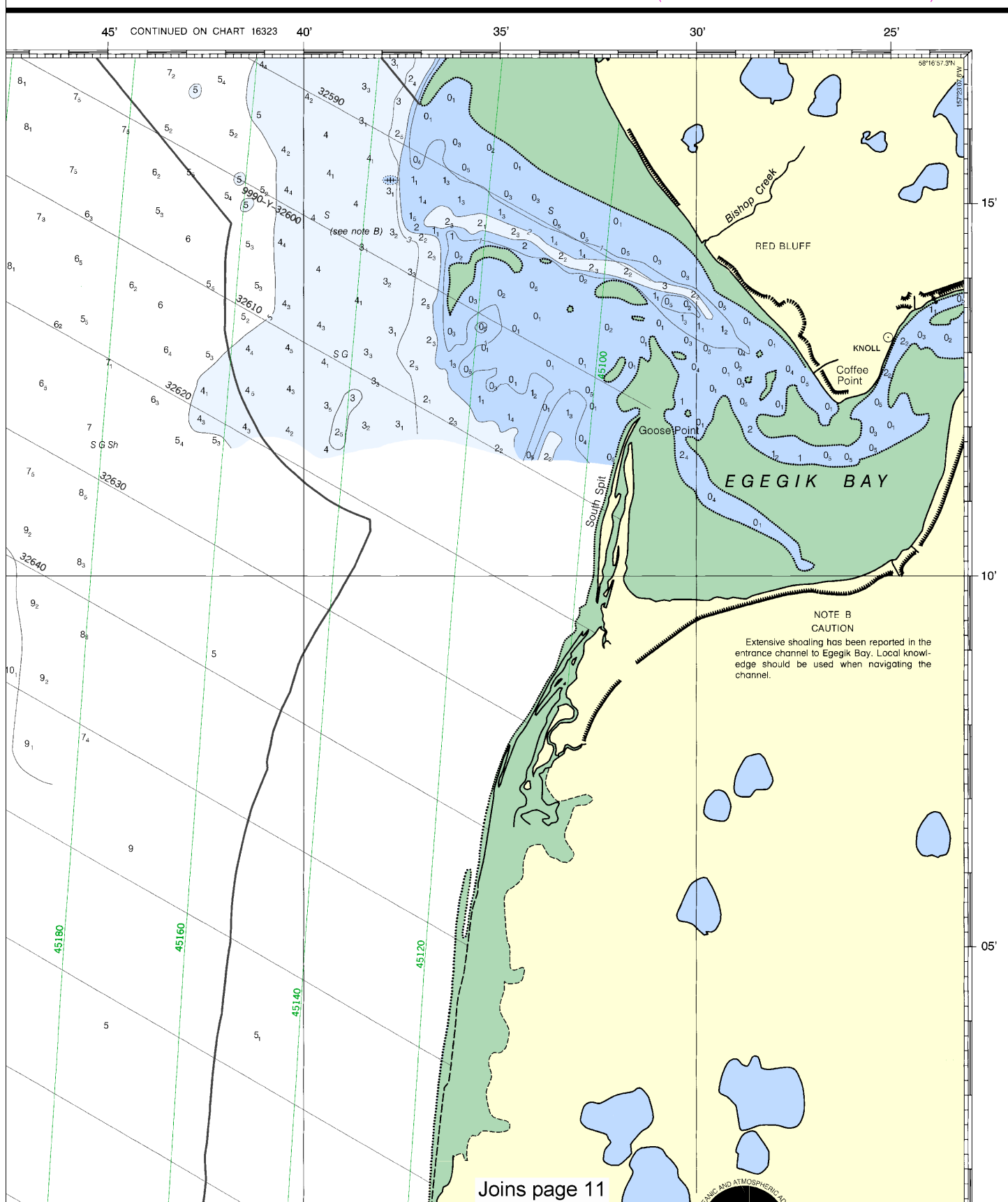


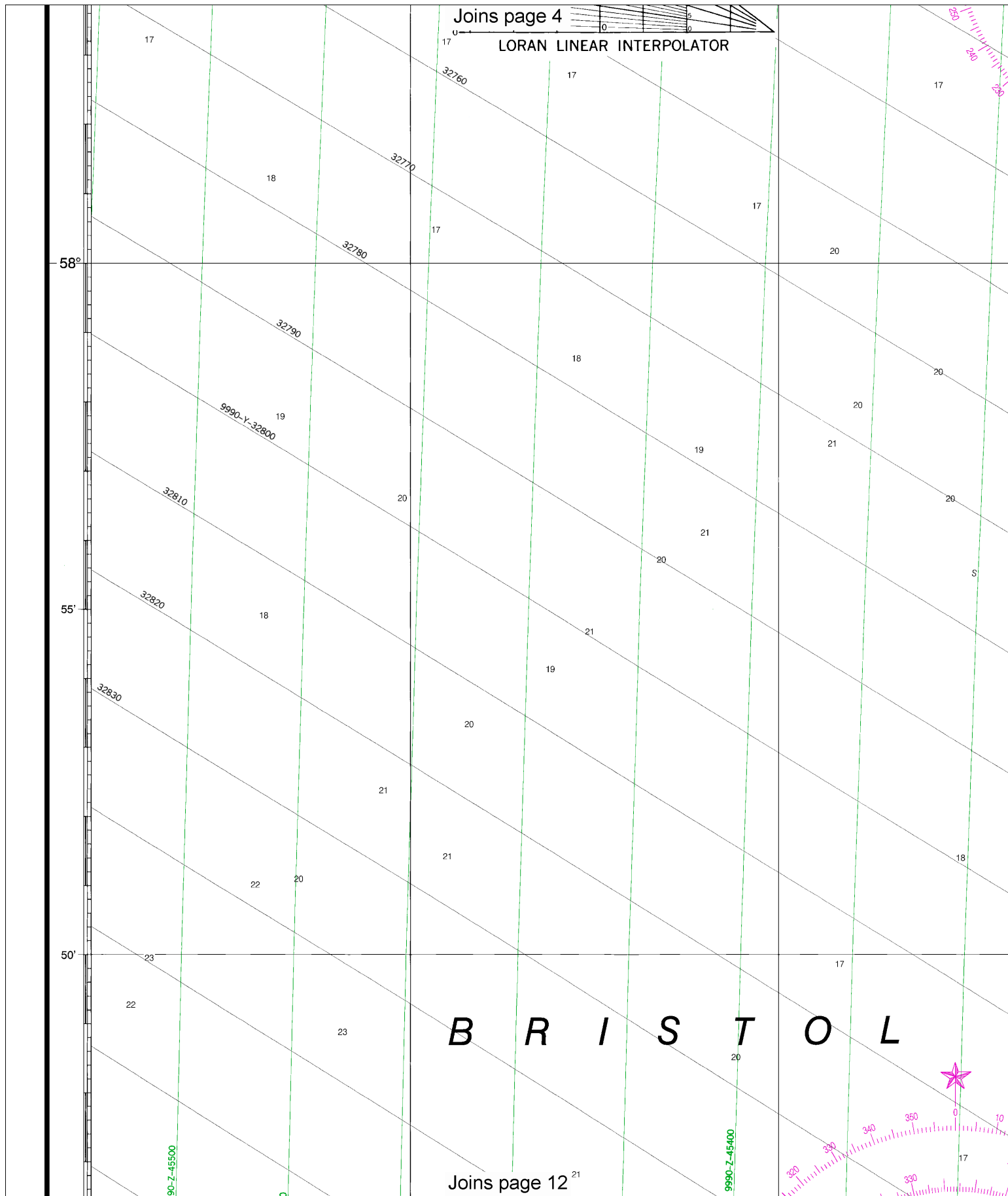
PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about print-on-Demand charts.

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)





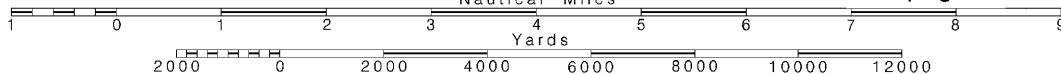
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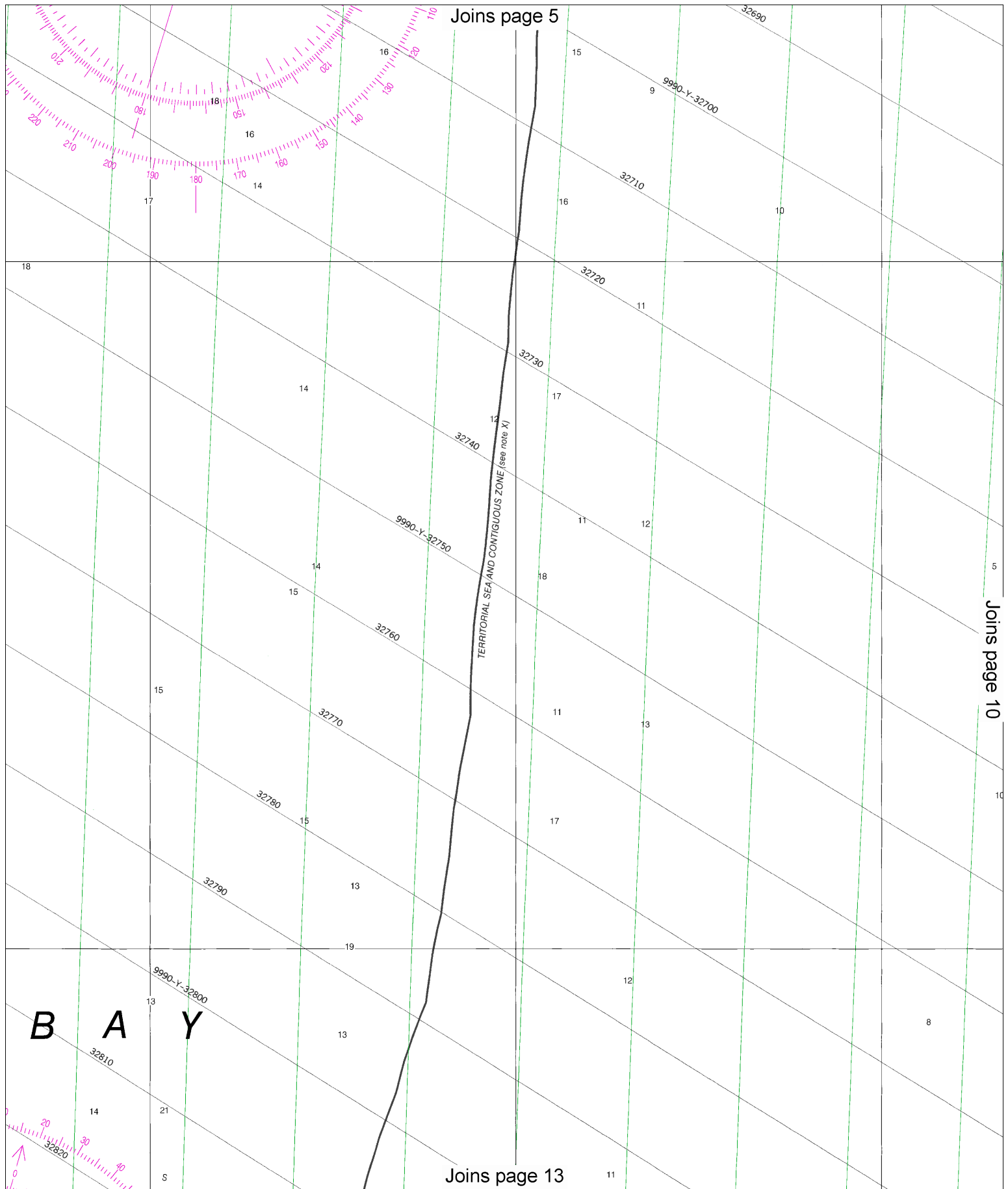
Note: Chart grid lines are aligned with true north.

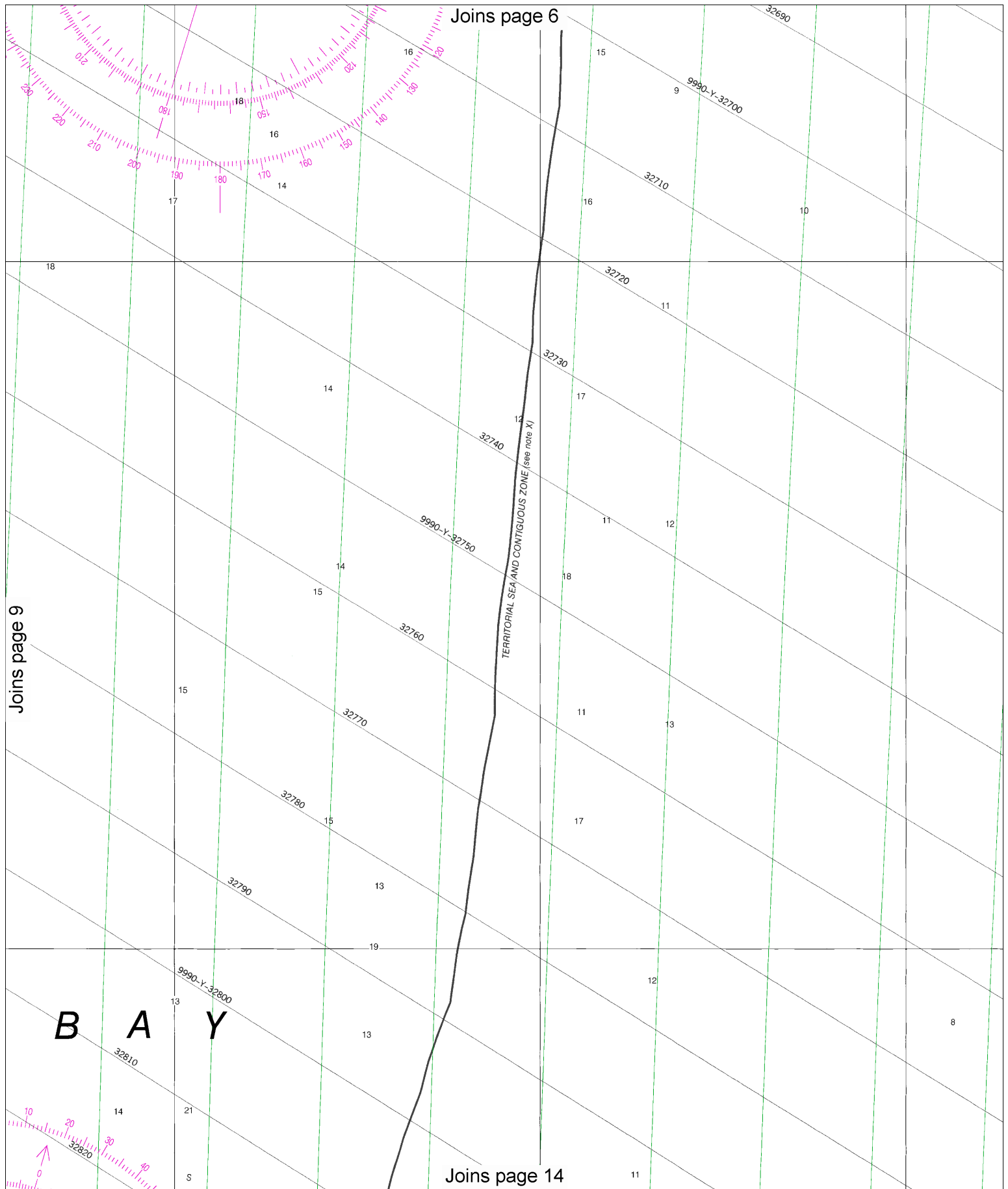
Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.

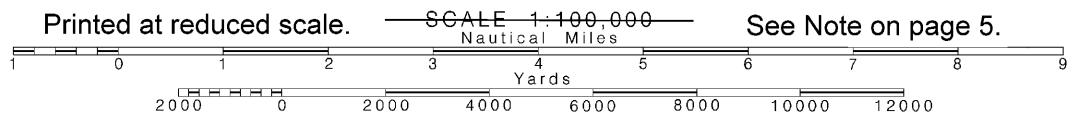






10

Note: Chart grid lines are aligned with true north.



Joins page 7



UNITED STATES

ALASKA - WEST COAST

# BRISTOL BAY

UGASHIK BAY TO EGEGIK BAY

Mercator Projection  
Scale 1:100,000 at Lat. 57°45'N

North American 1983 Datum  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
**AT MEAN LOWER LOW WATER**

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.692" southward and 7.557" westward to agree with this chart.

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radic tower
Al alternating	Gp group	N nun	Rot rotating
B black	IQ interrupted quick	OBSC obscured	s seconds
Bn beacon	Is isophase (E Int)	Oc occulting	SEC sector
C can	LT HO lighthouse	Or orange	St M statute miles
DIA diaphone	M nautical mile	Q quick	VQ very quick
E Int equal interval (Iso)	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

## Bottom characteristics:

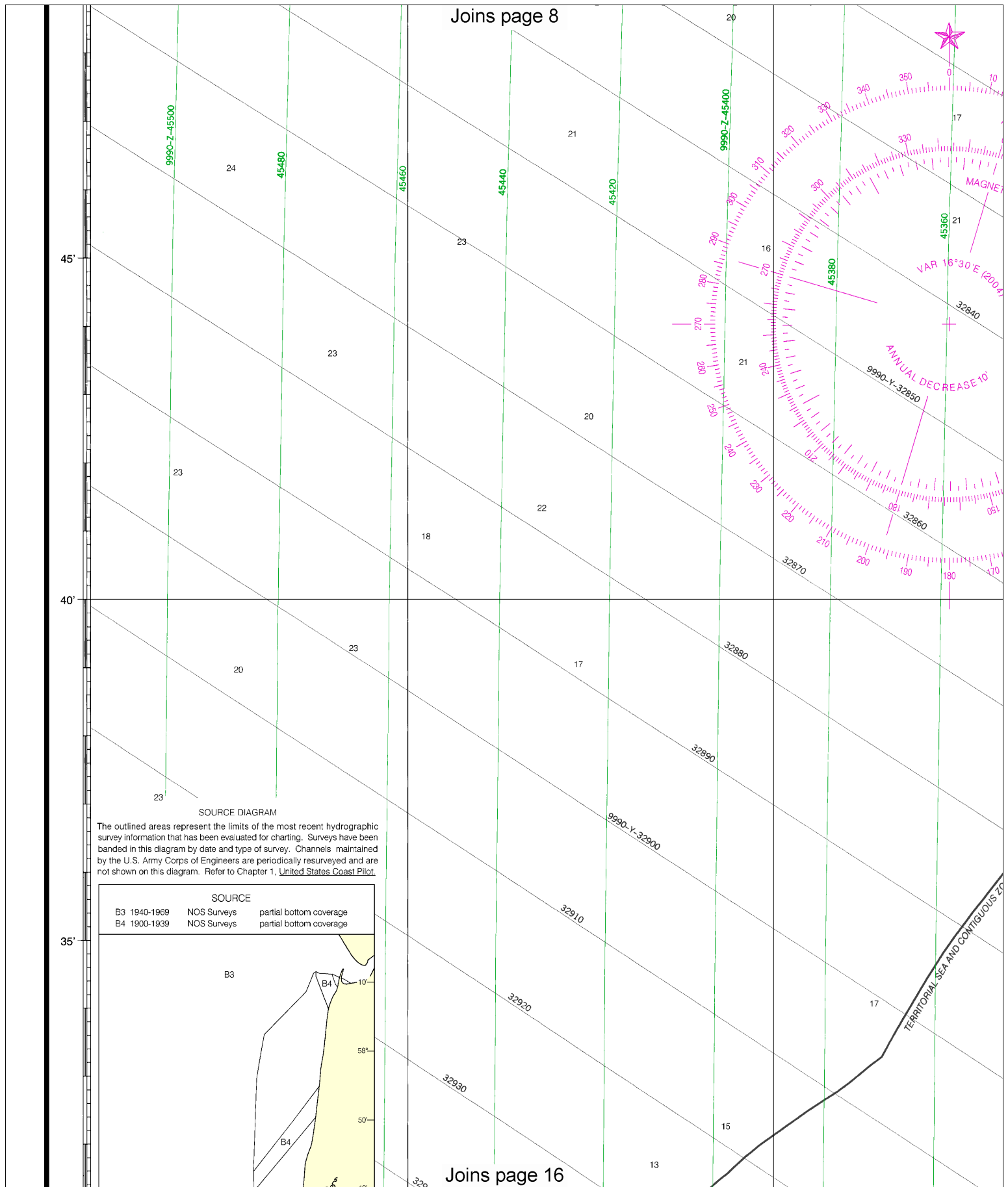
Blbs boulders	Co coral	Gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
at Weak rock, obstruction, or shoal swept clear to the depth indicated.			

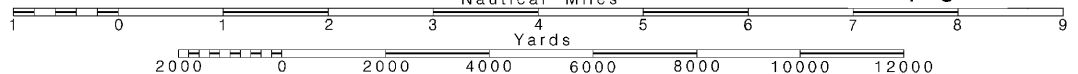
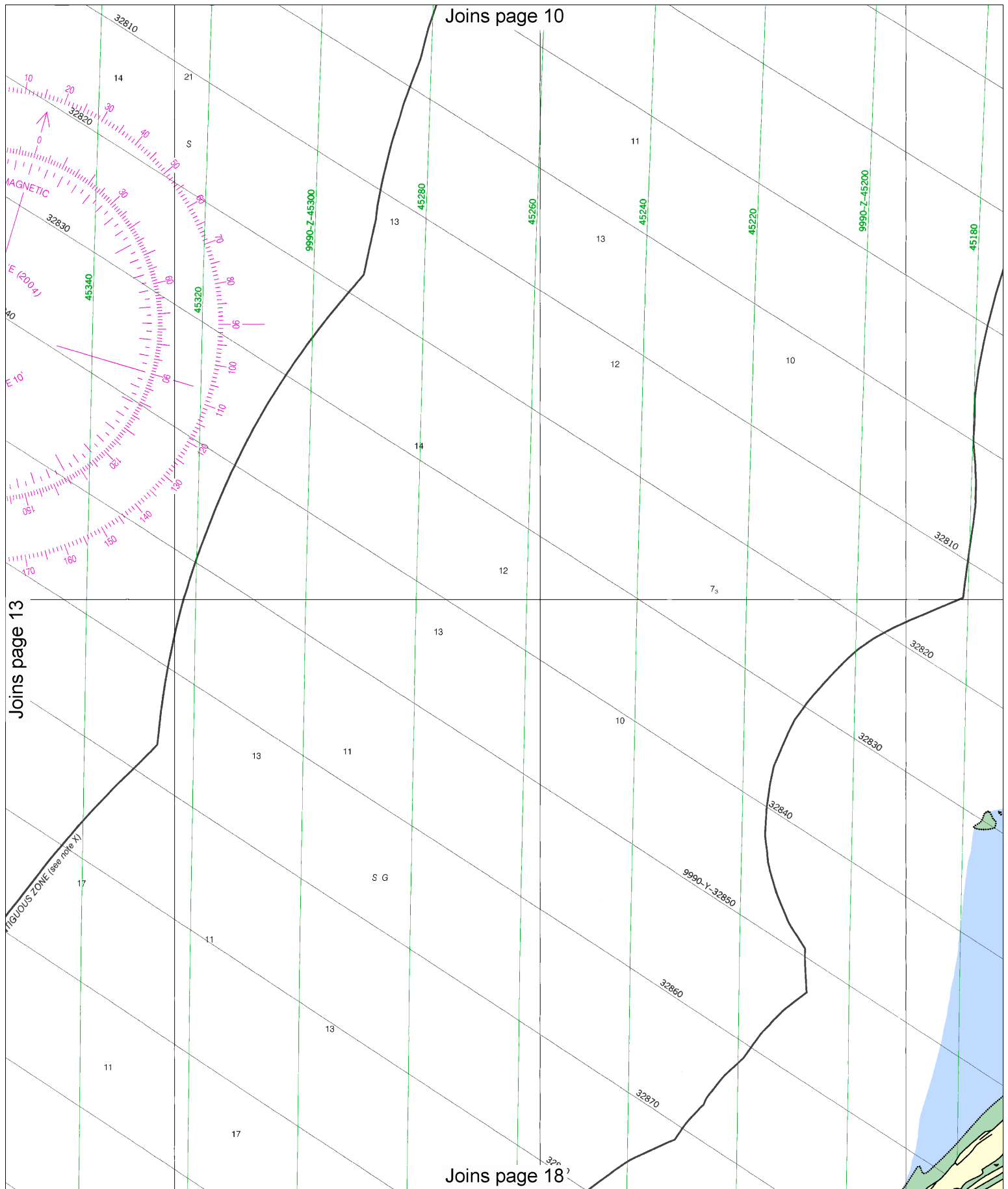
Joins page 15

that cover and uncover, with heights in feet above datum of soundings.



Note: Chart grid lines are aligned with true north.





11	one	M nautical mile	Q quick	VQ very quick
al	interval (Iso)	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle	
F flashing	Mkr marker	R Bn radiobeacon	Y yellow	
Common characteristics:				
Blas boulders	Co coral	Gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs gross	M mud	S sand	sy sticky
Cellaneous:				
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged	
ED existence doubtful	PA position approximate	Rep reported		
21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.				
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.				

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:

( ) (Accurate location)    o (Approximate location)

COLREGS, 80.1705 (see note A)

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tuklung Mt, AK      WNG-525      162.425 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage.

Joins page 12



57'  
30'

25'

25'

20'

20'

4th Ed., Feb./04 ■ Corrected through NM Feb. 14/04  
 1 ■ Corrected through LNM Feb. 3/04

16338

LORAN-C OVERPRINTED

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

# SOUNDINGS IN FAT

(FATHOMS AND FEET TO 11 FATHOMS)

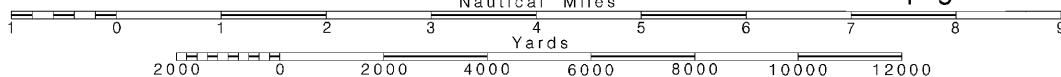
16

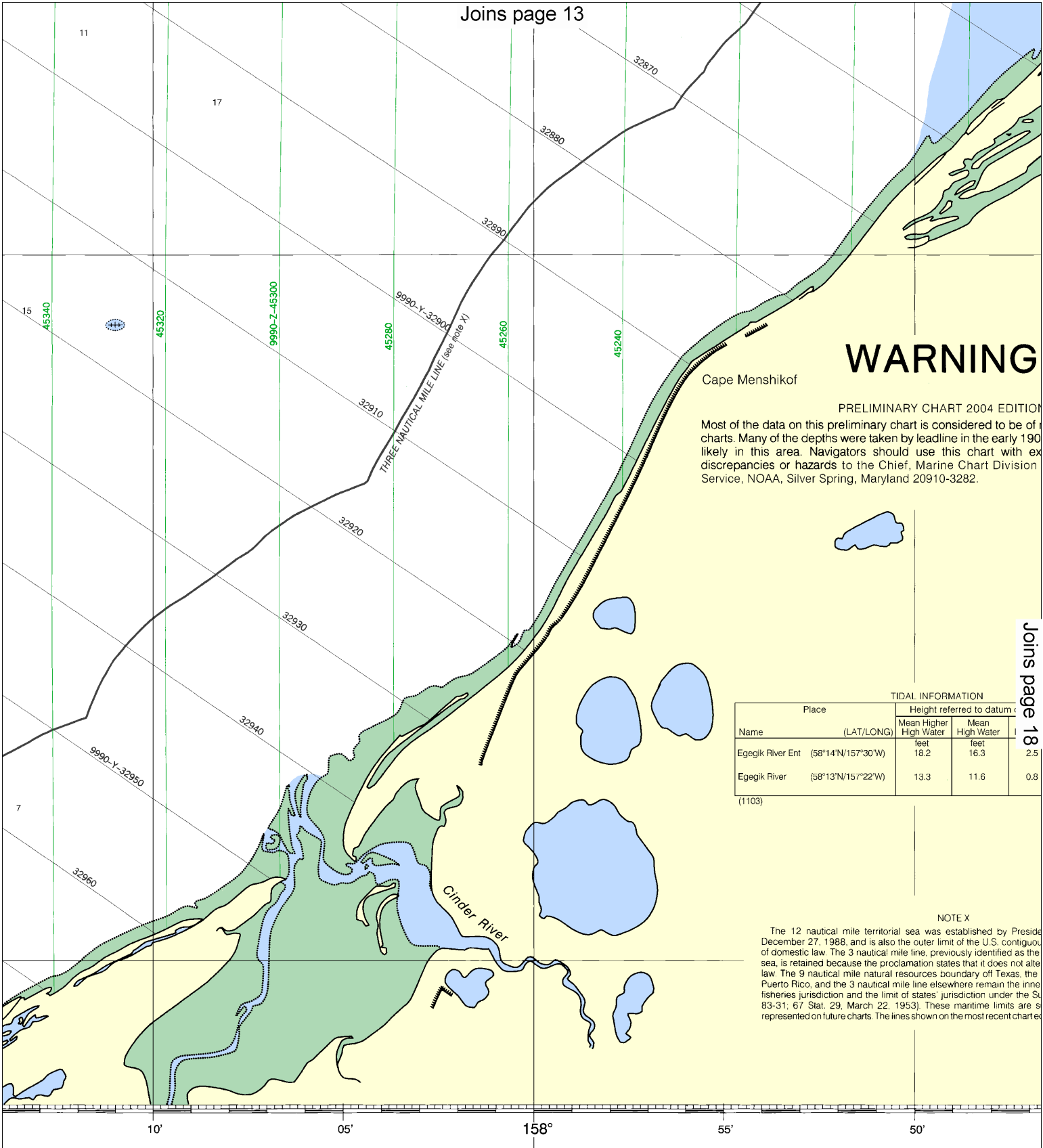
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:100,000~~  
Nautical Miles

See Note on page 5.





# WARNING

PRELIMINARY CHART 2004 EDITION

Most of the data on this preliminary chart is considered to be of charts. Many of the depths were taken by leadline in the early 190 likely in this area. Navigators should use this chart with ex discrepancies or hazards to the Chief, Marine Chart Division Service, NOAA, Silver Spring, Maryland 20910-3282.

Joins page 18

## TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum		
		Mean Higher High Water	Mean High Water	Low Water
Egegik River Ent	(58°14'N/157°30'W)	feet 18.2	feet 16.3	2.5
Egegik River	(58°13'N/157°22'W)	13.3	11.6	0.8

(1103)

## NOTE X

The 12 nautical mile territorial sea was established by Preside December 27, 1988, and is also the outer limit of the U.S. contiguous of domestic law. The 3 nautical mile line, previously identified as the sea, is retained because the proclamation states that it does not alte law. The 9 nautical mile natural resources boundary off Texas, the Puerto Rico, and the 3 nautical mile line elsewhere remain the inne fisheries jurisdiction and the limit of states' jurisdiction under the Su 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are s represented on future charts. The lines shown on the most recent charted

THOMSON  
HOMES)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

PRI



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

G

DITION

be of marginal quality for modern  
ly 1900s, so uncharted shoals are  
with extreme caution and report  
vision (N/CS2), National Ocean

n of soundings (MLLW)	
Mean Low Water	Extreme Low Water
feet 2.5	feet -2.5
0.8	-3.0

Presidential Proclamation 5928,  
ontiguous zone for the application  
d as the outer limit of the territorial  
not alter existing State or Federal  
kas, the Gulf coast of Florida, and  
the inner boundary of the Federal  
er the Submerged Lands Act (P.L.  
ts are subject to modification, as  
t chart edition take precedence.

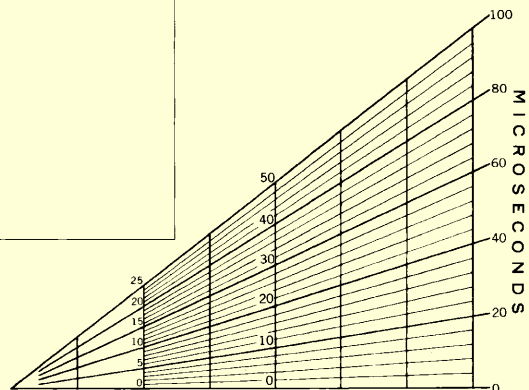
LORAN-C  
GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.  
PULSE REPETITION INTERVAL  
9990 ..... 99,900 Microseconds  
STATION TYPE DESIGNATORS: (Not individual sta-  
tion letter designators).  
M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary  
EXAMPLE: 9990-Y

RATES ON THIS CHART

9990-Y 9990-Z

Loran-C correction tables published by the National  
Geospatial-Intelligence Agency or others should not be used  
with this chart. The lines of position shown have been adjusted  
based on theoretically determined overland signal propa-  
gation delays. They have not been verified by comparison  
with survey data. Every effort has been made to meet the  
¼ nautical mile accuracy criteria established by the U.S.  
Coast Guard. Mariners are cautioned not to rely solely on  
the lattices in inshore waters.



LORAN LINEAR INTERPOLATOR

**RELIMINARY CHART**  
2004 EDITION

Ugashik Bay to Egegik Bay  
SOUNDINGS IN FATHOMS - SCALE 1:100,000

**16338**  
LORAN-C OVERPRINTED



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
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NOAA's Office of Coast Survey



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